

which had lapsed last year and which had been repeated this year, might be fully utilised before the close of the year. The roads that he wanted immediately were :

- (i) the road from Varappetti to Neduvakkattu *via* Pottanikkadu;
- (ii) the road from Karakunnam *via* Mulavur to the Kothamangalam-Perumpavur road;
- (iii) the road from the Perumpavur-Kothamangalam road, 8th mile, to the Kuttikkal road, 4th mile;
- (iv) the Pezhakkapilli-Trikkariyur road;
- (v) the road from Kavumkara *via* Mulavur joining the Pezhakkapilli-Trikkariyur road.

The member also made reference to the North Travancore railway lines and requested that the lines might be opened without delay. In regard to the alignment of the lines, the member suggested that they might follow the course of the M. C. road.

DEWAN'S REPLY: Rev. Avira Joseph Katanar, in regard to your representation about railways, I would refer you to what I said to Mr. Devasia Varkey on that matter.

Then, about the road from Varapatti to Naduvakattu, an estimate for Rs. 4,000 for one mile and 2,220 feet has been received by Government, and another estimate for Rs. 17,690 has also been received from the Chief Engineer and they are under examination now.

As regards the portion of the road from Pothanikad to Naduvakattu, the Chief Engineer will make estimates early.

In regard to the roads from Karakunnam to Kothamangalam, an estimate for Rs. 5,300 has been received from the Chief Engineer and is being considered; and for four miles of road from that place, the Chief Engineer roughly estimates that it will cost about Rs. 8,000. For the former, there is a provision of Rs. 1,000 and whatever can be done with it will be done this year.

As regards the road from the Perumbavur-Kothamangalam road, 8th mile, to the Kuttikal road, 4th mile, the matter has been referred by the Chief Engineer to the Divisional Officer.

As regards your request that all grants which lapsed last year and were provided again this year should not be allowed to lapse again, everything possible is being done to hurry on with the work. But sometimes delays might occur in land acquisition and in obtaining the land. Once the Chief Engineer gets the land, he can get on with the work.

42. Communications in the Todupuzha taluk.

Mr. K. A. NARAYANA PILLAI (*Member, Todupuzha taluk*) regretted that in such a big taluk like Todupuzha there were only 62 miles of cartable road of which no more than 10 miles could be stated to have been metalled. In dealing with the paucity of good roads in the taluk, he made particular reference to the hopeless condition of the Todupuzha-Lalam road. This was, so to speak, a derelict road which was not at all used by any of the officers during their circuits. It was a pressing necessity that the road should be improved.

Equally pressing was the need for the completion of the Todupuzha-Arakulam road and its extension up to Periyar, and also the completion of the Muttam-Antinad road, the Vengallur-Kalavur road, and the Karikode-Sankarapalli road with a cart-bridge at the first mile.

The member next urged for the conversion of the following village roads into cart roads:

- (a) Todupuzha-Kanjiramattam road ;
- (b) Todupuzha-Manakad road ;
- (c) Kodikulam-Arpamattam road ;
- (d) Nediya-Porapuzha road ;
- (e) Manacaud-Arikozha road ;
- (f) Manacaud-Nediya road ;
- (g) M. T. road, 12th mile, to Karimannur road, 1st mile.

The Porapuzha-Karinkunnam trace and the Manacaud-Kolany trace had also to be made cartable.

In conclusion, the member urged for the connection of the Arakulam, Velliyamattam, and Karimannur roads and for the metalling and widening of all the roads in the taluk.

DEWAN'S REPLY: Mr. Narayana Pillai, the biggest and the most important suggestion put forward by you today is in regard to the early completion of the Todupuzha-Arakulam road and its extension up to Periyar river. I understand from what you showed me on the map that the extension you propose is towards Vandammettu side. That is rather an important line and the Chief Engineer says it will have to be carefully investigated before any serious risk is undertaken.

MEMBER: I understand it was once investigated.

DEWAN: Conditions have changed since then.

Then we have Muttam-Antinad road. This has been opened for $1\frac{1}{2}$ miles already and an estimate for the second portion has been received by the Chief Engineer and is being scrutinised. Then we have the Vengallur-Kalavur road. That is in the 11th mile of the Muvattupuzha-Todupuzha road. An estimate of Rs. 6,060 is sanctioned as far as Kumaramangalam. That is two miles and the whole of this length has been practically opened. The land required for the same has not yet been acquired. The Chief Engineer says that more of this work will be completed towards the close of the year. Then we have the Karikode-Sankarapalli road with a cart bridge at the 1st mile. The Chief Engineer says that this is a village road having Rs. 50 as maintenance grant for the first 3 miles and Rs. 20 for the remaining portion.

MEMBER: We want only the first three miles to be completed.

DEWAN: The road has been formed and sectioned to a length of about 3 miles.

MEMBER: I understand that a foot bridge is to be constructed but we want a "cartable" bridge. Of course, if a foot bridge is made cartable, I have no objection.

DEWAN: The Chief Engineer is making a note of it.

Now, coming to conversion into a cart road of the Todupuzha-Kanjiramattam road, a portion of the road will be improved this year. It cannot be converted into a road suitable for cart traffic until the bridge there is widened.

MEMBER: There is only one small bridge. It is only in the winter season there is some difficulty to cross the river. At other times even without a bridge we can get on.

DEWAN: I will bring this point to the notice of the Chief Engineer.

Then you have some other roads from (b) to (g) which require only slight improvements. All these will be investigated and if improvements are wanted, they shall be attended to.

Then again, coming to the conversion of the Porapuzha-Karinkunnam trace into a cart road the Chief Engineer says that he will have the matter investigated as to the probable cost etc.

The last two points in your representation are noted.

43. Construction of roads to the Cardamom centres.

MR. S. P. HUSSAINKHAN ROWTHER (*Member, Devicolum taluk*) said that the same concessions which were granted to the European planters in the matter of provision of roads and transport facilities were not granted to the Indian cardamom planters. And this was in spite of the fact that European planters paid tax only to the extent of Rs. 500 or 1000, whereas there were Indian planters who paid tax to the extent of Rs. 4000 or 5000. As a means of helping the Indian planters, the member urged for the opening of roads of at least 12 feet width to the following planting areas :